

Intimations.

WHY IS

ARMOUR'S BEEF JUICE

PREFERRED TO ANY OTHER MAKE BY THE PHYSICIAN AND PUBLIC.

BECAUSE THEY KNOW THAT GOOD RESULTS FOLLOW ITS USE.
A SPECIALITY FOR INVALIDS. THE PULSE QUICKENED
REQUIRES NO DIGESTIVE EFFORT. HEART'S ACTION STRENGTHENED.

INVALUABLE IN THE SICK ROOM.

SOLE AGENTS:-

WATKINS & CO.,

APOTHECARIES HALL, 66, Queen's Road Central.

Hongkong, 23rd January, 1896.

To-day's Advertisements.



FOR THE RACES! THE RACES! THE RACES!

THE HONGKONG TRADING COMPANY

ARE NOW SHOWING THE FOLLOWING NEW GOODS:-

SHELL HATS (DRAB AND FAWN).

FELT HATS-LATEST SHAPES.

NOVELTIES IN SCARVES AND TIES.

LEADING STYLES IN COLLARS.

RACING COLORS MADE TO ORDER.

ORDERS PROMPTLY EXECUTED.

J. P. COTTAM,

MANAGING PARTNER.

Hongkong, 10th February, 1896.

THEATRE ROYAL, CITY HALL

HONGKONG AMATEUR DRAMATIC CLUB

Will give another Performance of "TRIAL BY JURY" and

"CREATURES OF IMPULSE" TO-NIGHT

(MONDAY), 10th February, 1896.

Commencing at 9 P.M.

TICKETS can be obtained at the THEATRE ROYAL

BOOKING OFFICE open from 10 A.M. to 4 P.M.

Prices \$3, \$2 and \$1.

The Public are reminded that NO CHITS WILL BE TAKEN at the Booking Office.

LATE TRAMS 15 minutes after the Performance.

Hongkong, 10th February, 1896.

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

THE SEVENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the COMPANY will be held at the COMPANY'S OFFICE, No. 9, PRAYA CENTRAL, Victoria, on WEDNESDAY, the 19th February, at Twelve o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1895, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 19th instant, both days inclusive.

SHEWAN & Co., General Managers.

Hongkong, 10th February, 1896.

NOTICE.

THE OFFICES of the Undersigned has been REMOVED to the FIRST FLOOR, No. 7, PRAYA CENTRAL.

NIPPON YUSEN KAISHA.

FURNISHED HOUSE WANTED.

PLEASANT, AIRY SITUATION.

Particulars to W. VAUGHAN-ROBINSON.

Hongkong, 10th February, 1896.

FOR YOKOHAMA AND KOBE.

THE Steamship

"SENTA," Captain J. Voss, will be despatched for the above Ports on WEDNESDAY, the 13th inst., at 4 P.M.

For Freight, apply to SIEMSEN & Co., Agents.

Hongkong, 10th February, 1896.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Steamship

"SHANTUNG," Captain Frampton, will be despatched on WEDNESDAY, the 13th inst., at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th February, 1896.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA SINGAPORE AND COCHIN.

THE Company's Steamship

"NINGCHOW," H. Harris, Commander, will be despatched as above on or about the 17th instant.

For Freight or Passage, apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 10th February, 1896.

Intimations.

DAKIN, CRICKSHANK & COMPANY, LIMITED, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSERS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1896.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the grape and are not artificially made from raisins and currents as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. THE SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD., THE HONGKONG DISPENSARY.

Hongkong, 10th February, 1896.

BIRTH.

At Ivy Villa, Devonshire Road, Singapore, on Jan. 30th, the wife of G. D. WILSON, (steamer *Gymble*), of a son.

MARRIAGE.

On the 21st December, 1895, at Emmanuel Parish Church, Essex, by the Rev. A. H. Chapman, M.A., W. ST. JOHN H. HAMCOCK, to LUCIE ELIZABETH HEIN. No Cards.

DEATHS.

At Shanghai, on the 3rd inst., LORENZO MAMEDE BAPTISTA, aged 55 years.

At Swatow, on the 26th January ALFRED ADOLF, youngest son of A. W. Kinnell, aged 10 years and 6 months.

On January 30th, at Singapore, ALWYN WALTER NEUBRONNER, aged 18.

The Hongkong Telegraph

HONGKONG, MONDAY, FEBRUARY 10, 1896.

WANTED: ANOTHER COMMISSION.

Our morning contemporary suggests the appointment of a commission to inquire into the working of Queen's College and report if it is answering the purposes for which it was established.

We concur, but are of opinion that the inquiry should be directed, in the first instance, to the elucidation of the previous question—for what purpose was the Queen's College established and what is the policy of the Government on the subject of education generally? If we were compelled to form an opinion on the subject we should be inclined to say that the Government has not, and never had, any very definite ideas as to its duties and responsibilities as Schoolmaster-General to the Colony.

One thing is tolerably certain and that is that no-ivo Governors ever thought alike on the subject, so that there has been no continuity of policy in the administration of the schools. But until the present Governor arrived we have not any Governor or Administrator who entertained at one and the same time two totally different and wholly antagonistic views as to work to be done by the Queen's College and the results to be attained.

That, however, is neither here nor there, and does not affect the questions really at issue. Assuming that the Government of the Colony is under obligation to provide, at the expense of the Colony, for the education of the whole or of some portion of the children to be found in it, the first question is for what class or classes of the population are schools to be provided at the public expense, and the second question is—of what nature is the education to be that is given in such schools and to what extent is it to be carried? Is the Colony to undertake the education of all the Chinese boys and girls, and is it to teach them English or Chinese or both? Is it to give them a Common School education or to provide them with Colleges and Universities equal to the oldest and best in Europe? Is it to bear the whole of the cost of founding and maintaining the necessary schools and colleges, or only to supplement, where needful, the efforts of the parents to obtain for their children a suitable education?

The *N. C. Daily News* of the 4th inst. states that Dr. Ho Kai, of Hongkong, was then in Shanghai, en route for Peking, to which city his elder brother, Mr. Ho Tim, had already preceded him.

These gentlemen, our contemporary alleges, belong "to a syndicate of Hongkong Chinese who intend to make a bid for the monopoly of building the Peking and Canton grand trunk line and also for the Kowloon-Canton railway."

H. E. Chang Ying-hsin, also a Cantonese (Vice-President of the Board of Revenue and member of the Tung-shi Yamen), will push the scheme for the syndicate at the Imperial Court.

This is a very strange statement, as Dr. Ho Kai was present at the prize-distribution at Queen's College on the 6th inst.

LAST Saturday evening, the Amateur Dramatic Club gave a very successful performance of Gilbert and Sullivan's operetta "Trial by Jury" and Gilbert's musical one-act fairy tale "Creatures of Impulse" before a large and very enthusiastic audience.

On the whole the performance was a pronounced success and the frequent outbursts of applause richly merited, and as the little slips, here and there, which are inseparable from "first nights" will probably be avoided this evening a detailed notice of the whole charming performance is held over till to-morrow, when we hope to do full justice to the painstaking amateurs whose production on Saturday was unquestionably eclipsed only by this Club's performance of the "Gondoliers" some four years ago.

A COMMISSION, consisting of Hon. J. H. Stewart-Lockhart (Chairman), Hon. T. H. Whitehead, Hon. C. P. Chater, Hon. Dr. Ho Kai and the Hon. A. M. Thompson, has been appointed by His Excellency the Governor to enquire into the working and organization of the Tung Wah Hospital, with special reference to the following details, viz.:-

(1) Whether the Hospital is fulfilling the object and purpose of its incorporation.

(2) If yes, whether the Commission can suggest or recommend any matter or thing by which the present organization and administration of the Hospital can be improved or carried on more effectively.

(3) If so, whether the object and purpose of the Hospital can be fulfilled by any other organization, with any suggestions or recommendations the Commission may make on the subject.

MEMORANDA.

MONDAY, 10th February.

9 p.m.—A.D.C. performance at the Theatre Royal, City Hall.

TUESDAY, 11th February.

9 p.m.—Meeting of the Legislative Council.

9 p.m.—Meeting of members of the City Club at the Club House.

9 p.m.—Concert at the City Hall.

THURSDAY, 13th February.

Chinese New Year Day.

Government Offices close.

Local Banks close.

Local Insurance Offices close.

Kowloon Customs offices close.

FRIDAY, 14th February.

The Transfer books of the Hongkong Fire Insurance Co., Ltd., will be closed from this date to the 27th inst., inclusive.

5.30 p.m.—Meeting of Zealand Lodge.

SATURDAY, 15th February.

Noon.—Meeting of shareholders of the Hongkong and Shanghai Banking Corporation, at the City Hall.

2.30 p.m.—Auction of Japanese works of art, at Mr. G. P. Lammer's sales rooms, Duddell Street.

9.15 p.m.—Hongkong Volunteers "At Home" at Headquarters.

9.15 p.m.—Concert in aid of the "Edgar" Fund, by Signiora Bilafante, at the City Hall.

LOCAL AND GENERAL.

The British cruiser *Archer* left here this morning for Canton.The Russian frigate *Vladimir Monomach* arrived here to-day from Nagasaki.

The latest quotation for Hongkong and Shanghai Bank shares on the London Stock Exchange is £41 10s.

The seventh ordinary annual meeting of shareholders in the Green Island Cement Company, Limited, will be held at the Company's Office, No. 9, PRAYA CENTRAL, on Wednesday, the 19th instant, at noon.

We regret to have to record the death of Mr. Charles A. Whitaker, late chief officer of the steamship *Halkin*, who died at the Civil Hospital yesterday and was buried in the Protestant Cemetery, Happy Valley, this afternoon.

THE returns of the number of visitors to the City Hall Museum for the week ended Feb. 9th, are:—Europeans, 175; Chinese, 1,710; total 1,885.

We note that Sir Nicholas Hannen, H. R. M. Consul-General at Shanghai and Chief Justice of the Supreme Court for China and Japan, is a passenger by the *Albatross* for Shanghai.THE Mohammedan rebels are reported by the *China Gazette* to have reached Pao-tou in the extreme north of the province of Shansi. This news is derived from foreigners resident at Tai-yuan-fu, whose report is dated 4th January.ON Saturday, while the steamer *Amara* was searching for an anchorage off Lamoa, one of the passengers leaped over the rail while the lead (14 lbs. weight) was being hoisted, and was accidentally struck behind the ear. The commander had him attended to, and on the arrival of the vessel in port he was sent to the Tung Wah Hospital, where he died last night.

THE Hongkong Volunteers were out with the Hongkong Regiment and several companies of the Rifle Brigade on Saturday. The former held the heights and repulsed two landing parties who approached them through Aberdeen and Pokfulam valleys. It was very busy during the latter part of the afternoon, and the Volunteers were, it is said, most of the time in a complete fog.

THERE was another fire last Saturday night, which broke out in No. 133 Praya West, in the Tan Wo rice shop, caused, it is said, by the accidental upsetting of a kerosene lamp. This house and an adjoining one, No. 28 Tin Ma Lane, occupied by one and the same lessee, were gutted. The stock was insured for \$6,500 with the Hamburg Fire Insurance Co., Messrs. Reuter, Bickelman & Co., agents.

ACCORDING to the *Daily News* writes from Chinkiang that the merchants there are supplying a longfelt want by establishing a Chamber of Commerce. Not only, says the correspondent, will this institution be of immense advantage in dealing with business matters generally in a proper and recognized manner, but an opportunity will be afforded of exposing abuses and hindrances to trade, so long notorious in that port, by publication of the minutes.THE *N. C. Daily News* of the 4th inst. states that Dr. Ho Kai, of Hongkong, was then in Shanghai, en route for Peking, to which city his elder brother, Mr. Ho Tim, had already preceded him.

These gentlemen, our contemporary alleges, belong "to a syndicate of Hongkong Chinese who intend to make a bid for the monopoly of building the Peking and Canton grand trunk line and also for the Kowloon-Canton railway."

H. E. Chang Ying-hsin, also a Cantonese (Vice-President of the Board of Revenue and member of the Tung-shi Yamen), will push the scheme for the syndicate at the Imperial Court.

This is a very strange statement, as Dr. Ho Kai was present at the prize-distribution at Queen's College on the 6th inst.

LAST Saturday evening, the Amateur Dramatic Club gave a very successful performance of Gilbert and Sullivan's operetta "Trial by Jury" and Gilbert's musical one-act fairy tale "Creatures of Impulse" before a large and very enthusiastic audience.

On the whole the performance was a pronounced success and the frequent outbursts of applause richly merited, and as the little slips, here and there, which are inseparable from "first nights" will probably be avoided this evening a detailed notice of the whole charming performance is held over till to-morrow, when we hope to do full justice to the painstaking amateurs whose production on Saturday was unquestionably eclipsed only by this Club's performance of the "Gondoliers" some four years ago.

A COMMISSION, consisting of Hon. J. H. Stewart-Lockhart (Chairman), Hon. T. H. Whitehead, Hon. C. P. Chater, Hon. Dr. Ho Kai and the Hon. A. M. Thompson, has been appointed by His Excellency the Governor to enquire into the working and organization of the Tung Wah Hospital, with special reference to the following details, viz.:-

(1) Whether the Hospital is fulfilling the object and purpose of its incorporation.

(2) If yes, whether the Commission can suggest or recommend any matter or thing by which the present organization and administration of the Hospital can be improved or carried on more effectively.

(3) If so, whether the object and purpose of the Hospital can be fulfilled by any other organization, with any suggestions or recommendations the Commission may make on the subject.

MEMORANDA.

MONDAY, 10th February.

9 p.m.—A.D.C. performance at the Theatre Royal, City Hall.

TUESDAY, 11th February.

9 p.m.—Meeting of the Legislative Council.

9 p.m.—Meeting of members of the City Club at the Club House.

9 p.m.—Concert at the City Hall.

THURSDAY, 13th February.

Chinese New Year Day.

Government Offices close.

Local Banks close.

Local Insurance Offices close.

Kowloon Customs offices close.

FRIDAY, 14th February.

The Transfer books of the Hongkong Fire Insurance Co., Ltd., will be closed from this date to the 27th inst., inclusive.

5.30 p.m.—Meeting of Zealand Lodge.

SATURDAY, 15th February.

Noon.—Meeting of shareholders of the Hongkong and Shanghai Banking Corporation, at the City Hall.

2.30 p.m.—Auction of Japanese works of art, at Mr. G. P. Lammer's sales rooms, Duddell Street.

9.15 p.m.—Hongkong Volunteers "At Home" at Headquarters.

9.15 p.m.—Concert in aid of the "Edgar" Fund, by Signiora Bilafante, at the City Hall.

NEWS BY THE ENGLISH MAIL.

LONDON, January 10th.

Mrs. Gladstone attained her eighty-third birthday on the 6th inst.

Mr. Morel, charged with a Special Mission in Yunnan, left by last French mail for Tong-King, en route thither.

Major von Hannken was received by the German Emperor on 4th inst., and made a report to His Majesty on the part played by the Chinese Navy in the recent war.

The Chinese Minister in London is now making satisfactory progress after his recent serious illness. His Excellency is able to get up for a few hours each day, but has not yet been able to leave his room. The Minister is still unable to transact business.

It is rumored that so soon as Parliament meets the Government will introduce a Bill for intercepting and applying to the increase of the Navy the enormous balance of revenue over expenditure which would otherwise, at the close of the financial year, be devoted by Statute to the reduction of the National Debt.

Sir John Tenniel's cartoon in *Punch* is a double-page one—"The Tug of War (Uttland v. Ch-m-b-dy)." The British line stands on the right, a boundary line marked "Transvaal." The Uttland line is a rope attached to the "Nois" neck, and is pulling vigorously, but to no purpose. The line is not to be pulled across the line. The Colonial Secretary, in Windsor uniform, is pulling him back by the tail.According to intelligence from Yokohama, communicated via Vladivostok to the *Novosti*, the Japanese Government has offered to allow free and unlimited anchorage to Russian warships in all Japanese harbours. This proposal is apparently made with a view to diverting Russia from her intention to acquire a harbour in Korea.

An expedition organised by the Russian Government is about to start from St. Petersburg for Siberia. It will be under the leadership of Lieut. General Petroff, has for its objects the furthering of the progress of the Siberian Railway and the general opening up of the country through which it passes. Its attention will be directed to the waterways and the possibility of opening them for navigation, and also to the mineral resources.

Mr. C. P. Villiers, "Father of the House of Commons," on the 3rd inst., celebrated his ninety-fourth birthday quietly at his home. He received a large number of birthday congratulations from friends and admirers of all shades of political opinion. Mr. Villiers continues to enjoy good health, and his interest in political affairs is as keen as ever. He has now entered upon his sixty-first year of Parliamentary life, having been returned as member for Wolverhampton in January, 1835, three years after the passing of the great Reform Bill, and has been one of the borough members ever since.

An interesting event took place on 1st inst., when the firm of Carlowitz and Co. celebrated its fiftieth year of existence. The firm was founded on Jan. 1st, 1846, by Baron R. von Carlowitz, in Canton. They established themselves in 1866 in Hongkong, and in 1877 in Shanghai, whilst during the last ten years branches have been opened in Tientsin, Hamburg, Hankow and Newchwang. Since the latter, some years ago, of Fungus & Co., the firm of Carlowitz and Co. has been the oldest German firm in China.

It is affirmed in St. Petersburg that the permission granted by the Chinese Government for the Russian Pacific Squadron to anchor during the winter in the harbour of Kiao-Chao, on the eastern coast of the Shantung Peninsula, does not imply that the harbour has been ceded to Russia, as has been assumed by some foreign journals. The fact of Kiao-Chao having been offered to the Russian Squadron for the purpose mentioned was merely due to the desire of the Chinese Government to knit closer their relations with Russia. It is further declared that despite the *four-pailers* entered into for the extension of the Trans-Siberian Railway across a small portion of Manchurian territory, no secret-treaty has been concluded to this end between Russia and China.

Captain the Hon. C. J. Coventry, who was reported to have died at Pretoria, as the result of the wounds he sustained in the encounter between Dr. Jameson's force and the Boers, but who, happily, according to later telegrams, is alive and progressing satisfactorily, is the second son of the Earl of Coventry, and was born in 1869. He was formerly a lieutenant in the 3rd Battalion of the Worcestershire Regiment, and was appointed a captain in 1893.

A large gathering assembled at St. Peter's Church, Eaton-square, on 4th inst., to witness the marriage of Captain John Richard Geers Cotterell, 1st Life Guards, only son of Sir Henry Cotterell, Bart., of Garmston, Herefordshire, and Lady Evelyn Amy, Countess-Lancaster, eldest daughter of the Earl of March. The ceremony was used by non-commissioned officers and troopers of the A Squadron 1st Life Guards. There were ten bridesmaids. The Earl of Chesterfield was best man, and the Earl of March gave his daughter away.

The Ocean liner *Praha*, which it was expected would be the next China steamer to land in Manchester for the Far East, has gone to Birkenhead. It is understood, however, that the China Mutual liner *Thosha*, 4,600 tons gross register, will come up to Manchester to receive cargo for the Straits, China, and Japan, towards the end of the month. She is larger than any steamer which has yet navigated the canal.

NAVAL AND MILITARY.

The following appointments have been made at the Admiralty:—Sub-Lieutenant E. Stevens to the *Edgar*; Ensign H. C. Gray to the *Tamar*; additional, for Hongkong, V. Lieut. H. W. Bowring, to the *Rattler*; A. S. Cole, to the *Redoubt*; J. M. D. E. Warren, to the *Alacrity*; A. Lowndes, to the *Plym*.

Lieut. Colonel Chard who, with the late Major Broadhead, will be remembered in connection with the valourous defence of Rorke's Drift nearly seventeen years ago, is about to return to England, his term of service as commander of the Royal Engineers in the Straits Settlements being about to expire.

The death is announced of Major-General the Hon. Alexander Stewart. The gallant officer served for many years in the Royal Horse Artillery, and took part in the China Expedition in 1860, where he was present at Sihou, Tonghai, the actions near Tanchow, and the surrender of Peking.

It seems rather a pity (writes the *Globe*) that only about 450 has come in for the relief of the relatives of the seamen lost by the exploding of the *Edgar*'s launch. As the same time we have little or no doubt that many people withhold their subscriptions, thinking that the necessary money should be derived from service sources. The Soldiers and Sailors Families' Association has given £100, which is very liberal, and says that in all that it can do, and appeals to the public for more.The Lords of the Admiralty have directed the officials at Chatham Dockyard to complete the reconstruction and refitting of the third class battleship *Monarch* by March 31st. The vessel has already been fitted with new propelling machinery. The total cost of modernising the vessel will be nearly £100,000. The *Monarch* will be docked during the week to have a new propeller fitted.

The Lords of the Admiralty have decided to proceed with the work of building new naval barracks at Chatham within further delay.

THE EMPEROR OF GERMANY'S TELEGRAM.

[REUTER'S MESSAGE TO HONGKONG.]

LONDON, 7th February.

In the Reichstag, the Foreign Minister, replying to a question, said the country accepted the responsibility of the Emperor's telegram to President Kruger.

LONDON, January 10th.

The Emperor William addressed the following telegram to President Kruger:—"I express my sincere congratulations that, supported by your people, and without appealing for the help of friendly Powers, you have succeeded, by your own energetic action, against armed bands which invaded your country as disturbers of the peace, and have thus been enabled to restore peace and safeguard the independence of the country against attacks from outside.—WILLIAM."

It is officially announced that Comstock was peacefully occupied by the British on Friday afternoon.

MADRID, January 20th.
General Weyler has suspended General Matheo Campos in command of the Spanish forces in Cuba.

LONDON, January 21st.
King Premph has submitted to Cape Coast Castle, pending the settlement of the indemnity he is to pay the British.

Great Britain and America have agreed each to appoint an arbitrator to settle the amount of claims for American vessels of Canadian registry in the event of not being able to agree, the Swiss Government will appoint an umpire.

The Japanese Minister in London, speaking at a banquet given by the Saddle Company, said that during the last eighteen months the Japanese had received material proof of the friendship of Great Britain, which country was the first to conclude a treaty with Japan, receiving the latter into the family of nations on an equal footing. Then again the speaker said Great Britain did not join the combination obliging Japan to relinquish some of the fruits of her victory over China. The dominions of the Mikado and her Majesty the Queen do not adjoin anywhere, and no conflict was therefore likely on that score, but the time, he said, may come when Great Britain and Japan will have to defend their common interests.

At a banquet given at the Hotel Metropole last night to Lord Lambington, the Governor elect of Queensland, Mr. Chamberlain made a speech in which he said that Great Britain had lately become isolated and was confronted from quarters whence one might expect friendship and consideration, with suspicion and even hate. Our love of peace, he said, was regarded as a sign of weakness, and the prospect of our disunion was regarded with satisfaction which could hardly be disguised; but we showed that while we were resolved to fulfil our obligations, we were equally determined to maintain the rights of our Empire which was now secure in the strength of its own resolve and the loyalty of its children. Mr. Chamberlain then said that the enthusiasm of Australia and Canada proved that British hearts beat in unison throughout the world.

The transport *Victoria* has gone to Durban to embark Doctor Jameson and his officers.

The Anglo-French agreement re Slam has been published and confirms the details already telegraphed. The French Press dislikes the agreement.

In a despatch from Lord Salisbury to Lord Dufferin, dated 15th January, his Lordship explains that the main object of the agreement is an engagement between France and Great Britain not to make any armed advance in the Valley of the Menam except in concert for the maintenance of the independence of Siam, and to give security to the peaceful development of trade in that region. The despatches that have passed between Lord Salisbury and Baron De Courcel, the French Ambassador in London, declare their joint solicitude for the security and stability of Siam.

WASHINGTON, January 22nd.
The United States Government appears to be desirous of a speedy settlement with Great Britain.

LONDON, January 23rd.
Later particulars state that Prince Henry of Battenberg, after leaving the Gold Coast on the 15th instant in the cruiser *Blonde* for Madeira, had a relapse of fever contracted in Ashanti and died at sea on the 20th. The Queen broke the sad news to Princess Beatrice, who is prostrate with grief.

The hired transport *Victoria* has arrived at Durban and embarked Doctor Jameson and his officers. The Lancaster regiment will not be landed, but proceeds to England. Dr. Jameson's troops are to be disembarked at the Englishmen will be taken to England, and the Colonials landed at ports nearest to their homes.

The Queen of Madagascar has signed a new treaty, making the country virtually a French possession.

Prince Henry of Battenberg's body will be embalmed and brought home to England.

The *Pall Mall Gazette* publishes a telegram from its Paris correspondent stating that Russia and Turkey have concluded an offensive and defensive treaty. Nothing is known of such a treaty either at the Foreign Office or at the British Embassy in Constantinople.

Sir Joseph West Ridgeway has sailed for Ceylon.

The latest advices from the Transvaal state that Johannesburg is still unsettled, a number of unemployed being the chief element of danger; parties of men are daily leaving Johannesburg secretly. It is not known whether they are going to the interior or to the Cape Colony.

Official reports state that the Armenians are reduced to a state of destitution and are burning Turkish villages.

LONDON, January 25th.
Reuter's Pekin correspondent states that China has agreed to open the West River provided she is allowed to retain territory ceded by Burma to China. The Convention has been referred to Lord Salisbury.

OUR INTEREST IN CHINA.
In the January number of the *Asiatic Quarterly*, Mr. A. Michie, recently special correspondent of *The Times* in the Far East, thus sums up what is "Our interest in China":

1.—That China, our Imperial neighbour, is a vast territory, inhabited by the greatest aggregation of human beings on the earth's surface, incapable of war, but models of docility, industry and commercial vigour.

2.—That the Chinese Empire is actually and potentially one of our most important markets, and that it is consequently a matter of the highest interest to us to preserve the Empire alike from anarchy and dismemberment.

3.—That, besides being a customer for our trade, China occupies a geographical position of buffer between us and two aggressive and anti-commercial Powers, whose avowed policy is to destroy British trade by every possible means.

4.—That it results from these data that a close alliance between the British and Chinese Empires was, and is, a relation prescribed to us by natural necessity. This is a position from which no British Government will ever henceforth be able to escape, since its soundness has been demonstrated by the late war and its sequel.

After hastening to point out that he does not mean a military alliance, he continues:—

Her Majesty's Government had in a half-conscious way been following this very line of policy, but so little did they understand what they were doing, or realise what was required for its success, that when the psychological moment came for giving it something of a concrete expression, and turning it to practical account they got suddenly frightened and threw overboard previous cargo as if it had been marked "dynamite." It is difficult to characterize such a proceeding. It is a kind of aberration to which popular governments seem to be liable, and we have to accept it as part of the price the nation has to pay for its inimitable

constitution. There is no question here of Whig or Tory, Radical or Unionist, but solely of capacity to apprehend a fact and incapacity. The late Government was made up of living men and lay figures, which in their corporate functions were scarcely more efficient than the Trum-Bill Yarns themselves—type of all incompetence. The departments which had to do with matters outside the range of practical telescopes, and therefore out of touch with the electorate, were ruled by men of respectability who counted for something less than nothing in the real Government of the Empire. We have lately seen what the touch of a masculine hand can do in the Colonial Office, and how also to see the Foreign Office respond to the spur of a realistic rider.

But these new lights only make the old lights more visible. It is certainly not for the sake of flogging a dead horse that one would recall the nightmare of the last few years, but it is impossible to comprehend present actualities either in the East or Far East, without an occasional retrospective shudder at the vagaries of the past.

Drawing towards the close of the article we are told what we should do. The mercantile community must lead the way, and diplomacy must back the commercial demands.

Hangover this whole field of commercial expansion, the extension of civilisation and so forth, is the great military cloud which casts its shadow over the Far East. How do we stand in regard to that? Do we control it or it us? No one dares answer such a question, for as a nation we are not really in a position to answer it.

When we ought to be in a position to answer it, we ought to be working heart and soul for the advancement of our own people, prepared in such a cause to resist attacks of every kind, and from every quarter. Only so can we be either safe or happy, for to be weak is to be miserable. Nothing need be adventured of the heroic or sensational order, except on compulsion; no spasms of imitation of our vivacious neighbours, who have invented commerce as a kind of building for the purpose of the course is to be a steady and steady pressure, at a tidal wave, has to be maintained so that every open channel shall be kept so filled with our endeavour that there shall be no room for opposing influences to work against us. It is not the Government but the commercial and industrial community that must give, and sustain, the momentum of this great wave of commercial progress, without which Secretaries of State and Secretaries of Legation are alike impotent.

WHY JAMESON FAILED.
Mr. W. Gordon Lawrence writes as follows to the *Aberdeen Free Press*, under date of January 8th, and as he speaks as one thoroughly familiar with the present situation his remarks will no doubt be read with interest at this juncture:—

"As one who knows personally all the outside and inside of social and political aspirations in the Transvaal, with the exception of the past few months, you will excuse me for stating very briefly an answer to the above question. At present all information comes through the Boer Government—at least all information comes approved by the Boer Government. They have possession of the wires. This is no new thing. Some eighteen months ago, during the Malaboch war, it was so.

"The facts are these. There is a Transvaal Union of Uitlanders, whose Committee of Management, mostly capitalists, is practically self-elected, for the obvious purpose of preventing friction, whose leaders are distrusted by the majority of the working class because of tyrannical opposition to their wishes and interests, but whose programme of need-reform is most enthusiastically endorsed by every one. In the Transvaal, the National Union there are two parties—the patient and the impatient. Both are equally anxious for needed reforms. The one section evidently thought from past enthusiastic meetings in the Amphitheatre—mettles attended by 4,000 or 5,000 people—that matters were ripe for action. The other, knowing the deep distrust existing between labour and capital, thought otherwise. If war had to be waged, the working man must be the warrior—not the capitalist. This Committee must have been seized by the impatient when Mr. Baillieu, ex-Governor of Cape Colony, a newspaper speculator in Johannesburg, and one who could not be said to be a little thingy remained, was chosen secretary. Part of the General Committee seem to have been unconsciously of this when Mr. Wolskel, the leader of Wesleyan enterprise in Johannesburg, a working-man's friend, an Evangelical worker, is persuaded for obvious purposes, to accept the position of Vice-President.

"For eighteen months there has been no meeting of the Transvaal Union, because it has been passed that any meeting for political purposes of more than six persons might on notice be dispersed by force by the Government. The Volksraad, or legislative assembly, a few weeks ago, instead of its going to the petitions of Johannesburg to redress grievances which are admitted to be such in the most literal sense of the word by Turk, Jew, and Pagan, resolved to build a fort on the hills that overlook Johannesburg. This same eternal resistance and coercion as far as Johannesburg was concerned. It was no bulwark against outside forces, for all fees are, from obvious circumstances, of her own household. This Committee of the Transvaal Union meets. Mr. Lionel Phillips, who entertained Dr. Bryce when in Johannesburg, a leading capitalist, makes a pronounced speech. A manifesto is issued, and a general meeting of the Transvaal Union is convened for January 6th. At this meeting will be present the representatives of the Transvaal Union, and the meeting will be held. Impatient spirits say, 'Now or never.' These impatient spirits meet alone. A message is sent to Jameson beseeching help from old comrades in Kimberley against the tyranny of the Boer Government, and their certain opposition to the extent of bloodshedding against convened meetings. Patient spirits not asked to this secret meeting, in order to expedite business, and because it is well known the programme is endorsed by all, and past enthusiastic meeting prophesy, when a crisis comes, universal support.

"Dr. Jameson receives the prayer of petitioners, believes their grievances of substantial and undeniable. Knows many of these petitioners personally, trusts to their rising against grievous oppression, and 'Go back' is promised support. Haranguing his followers he tells them that he personally is willing to resign his commission with the Chartered Company, and to lend his sword to the cause of his brethren in the Transvaal, and asks if his men are willing to do the same. All enthusiastically agree to follow their leader—all the more readily that many have lived in the Transvaal, and know the system of oppression towards the Uitlander that prevails there. National policy is an unrecognized factor in the frontiers of civilisation. What they know from experience is that those who help themselves and succeed are applauded by Europe. They march and march, and are followed by a concrete expression, and turning it to practical account they got suddenly frightened and threw overboard previous cargo as if it had been marked 'dynamite.' It is difficult to characterize such a proceeding. It is a kind of aberration to which popular governments seem to be liable, and we have to accept it as part of the price the nation has to pay for its inimitable

constitution. There is no question here of Whig or Tory, Radical or Unionist, but solely of capacity to apprehend a fact and incapacity. The late Government was made up of living men and lay figures, which in their corporate functions were scarcely more efficient than the Trum-Bill Yarns themselves—type of all incompetence. The departments which had to do with matters outside the range of practical telescopes, and therefore out of touch with the electorate, were ruled by men of respectability who counted for something less than nothing in the real Government of the Empire. We have lately seen what the touch of a masculine hand can do in the Colonial Office, and how also to see the Foreign Office respond to the spur of a realistic rider.

But these new lights only make the old lights more visible. It is certainly not for the sake of flogging a dead horse that one would recall the nightmare of the last few years, but it is impossible to comprehend present actualities either in the East or Far East, without an occasional retrospective shudder at the vagaries of the past.

Drawing towards the close of the article we are told what we should do. The mercantile community must lead the way, and diplomacy must back the commercial demands.

Hangover this whole field of commercial expansion, the extension of civilisation and so forth, is the great military cloud which casts its shadow over the Far East. How do we stand in regard to that? Do we control it or it us? No one dares answer such a question, for as a nation we are not really in a position to answer it.

When we ought to be in a position to answer it, we ought to be working heart and soul for the advancement of our own people, prepared in such a cause to resist attacks of every kind, and from every quarter. Only so can we be either safe or happy, for to be weak is to be miserable. Nothing need be adventured of the heroic or sensational order, except on compulsion; no spasms of imitation of our vivacious neighbours, who have invented commerce as a kind of building for the purpose of the course is to be a steady and steady pressure, at a tidal wave, has to be maintained so that every open channel shall be kept so filled with our endeavour that there shall be no room for opposing influences to work against us. It is not the Government but the commercial and industrial community that must give, and sustain, the momentum of this great wave of commercial progress, without which Secretaries of State and Secretaries of Legation are alike impotent.

WHY JAMESON FAILED.
Mr. W. Gordon Lawrence writes as follows to the *Aberdeen Free Press*, under date of January 8th, and as he speaks as one thoroughly familiar with the present situation his remarks will no doubt be read with interest at this juncture:—

"As one who knows personally all the outside and inside of social and political aspirations in the Transvaal, with the exception of the past few months, you will excuse me for stating very briefly an answer to the above question. At present all information comes through the Boer Government—at least all information comes approved by the Boer Government. They have possession of the wires. This is no new thing. Some eighteen months ago, during the Malaboch war, it was so.

"The facts are these. There is a Transvaal Union of Uitlanders, whose Committee of Management, mostly capitalists, is practically self-elected, for the obvious purpose of preventing friction, whose leaders are distrusted by the majority of the working class because of tyrannical opposition to their wishes and interests, but whose programme of need-reform is most enthusiastically endorsed by every one. In the Transvaal, the National Union there are two parties—the patient and the impatient. Both are equally anxious for needed reforms. The one section evidently thought from past enthusiastic meetings in the Amphitheatre—mettles attended by 4,000 or 5,000 people—that matters were ripe for action. The other, knowing the deep distrust existing between labour and capital, thought otherwise. If war had to be waged, the working man must be the warrior—not the capitalist. This Committee must have been seized by the impatient when Mr. Baillieu, ex-Governor of Cape Colony, a newspaper speculator in Johannesburg, and one who could not be said to be a little thingy remained, was chosen secretary. Part of the General Committee seem to have been unconsciously of this when Mr. Wolskel, the leader of Wesleyan enterprise in Johannesburg, a working-man's friend, an Evangelical worker, is persuaded for obvious purposes, to accept the position of Vice-President.

"For eighteen months there has been no meeting of the Transvaal Union, because it has been passed that any meeting for political purposes of more than six persons might on notice be dispersed by force by the Government. The Volksraad, or legislative assembly, a few weeks ago, instead of its going to the petitions of Johannesburg to redress grievances which are admitted to be such in the most literal sense of the word by Turk, Jew, and Pagan, resolved to build a fort on the hills that overlook Johannesburg. This same eternal resistance and coercion as far as Johannesburg was concerned. It was no bulwark against outside forces, for all fees are, from obvious circumstances, of her own household. This Committee of the Transvaal Union meets. Mr. Lionel Phillips, who entertained Dr. Bryce when in Johannesburg, a leading capitalist, makes a pronounced speech. A manifesto is issued, and a general meeting of the Transvaal Union is convened for January 6th. At this meeting will be present the representatives of the Transvaal Union, and the meeting will be held. Impatient spirits say, 'Now or never.' These impatient spirits meet alone. A message is sent to Jameson beseeching help from old comrades in Kimberley against the tyranny of the Boer Government, and their certain opposition to the extent of bloodshedding against convened meetings. Patient spirits not asked to this secret meeting, in order to expedite business, and because it is well known the programme is endorsed by all, and past enthusiastic meeting prophesy, when a crisis comes, universal support.

"Dr. Jameson receives the prayer of petitioners, believes their grievances of substantial and undeniable. Knows many of these petitioners personally, trusts to their rising against grievous oppression, and 'Go back' is promised support. Haranguing his followers he tells them that he personally is willing to resign his commission with the Chartered Company, and to lend his sword to the cause of his brethren in the Transvaal, and asks if his men are willing to do the same. All enthusiastically agree to follow their leader—all the more readily that many have lived in the Transvaal, and know the system of oppression towards the Uitlander that prevails there. National policy is an unrecognized factor in the frontiers of civilisation. What they know from experience is that those who help themselves and succeed are applauded by Europe. They march and march, and are followed by a concrete expression, and turning it to practical account they got suddenly frightened and threw overboard previous cargo as if it had been marked 'dynamite.' It is difficult to characterize such a proceeding. It is a kind of aberration to which popular governments seem to be liable, and we have to accept it as part of the price the nation has to pay for its inimitable

constitution. There is no question here of Whig or Tory, Radical or Unionist, but solely of capacity to apprehend a fact and incapacity. The late Government was made up of living men and lay figures, which in their corporate functions were scarcely more efficient than the Trum-Bill Yarns themselves—type of all incompetence. The departments which had to do with matters outside the range of practical telescopes, and therefore out of touch with the electorate, were ruled by men of respectability who counted for something less than nothing in the real Government of the Empire. We have lately seen what the touch of a masculine hand can do in the Colonial Office, and how also to see the Foreign Office respond to the spur of a realistic rider.

But these new lights only make the old lights more visible. It is certainly not for the sake of flogging a dead horse that one would recall the nightmare of the last few years, but it is impossible to comprehend present actualities either in the East or Far East, without an occasional retrospective shudder at the vagaries of the past.

Drawing towards the close of the article we are told what we should do. The mercantile community must lead the way, and diplomacy must back the commercial demands.

Hangover this whole field of commercial expansion, the extension of civilisation and so forth, is the great military cloud which casts its shadow over the Far East. How do we stand in regard to that? Do we control it or it us? No one dares answer such a question, for as a nation we are not really in a position to answer it.

When we ought to be in a position to answer it, we ought to be working heart and soul for the advancement of our own people, prepared in such a cause to resist attacks of every kind, and from every quarter. Only so can we be either safe or happy, for to be weak is to be miserable. Nothing need be adventured of the heroic or sensational order, except on compulsion; no spasms of imitation of our vivacious neighbours, who have invented commerce as a kind of building for the purpose of the course is to be a steady and steady pressure, at a tidal wave, has to be maintained so that every open channel shall be kept so filled with our endeavour that there shall be no room for opposing influences to work against us. It is not the Government but the commercial and industrial community that must give, and sustain, the momentum of this great wave of commercial progress, without which Secretaries of State and Secretaries of Legation are alike impotent.

WHY JAMESON FAILED.
Mr. W. Gordon Lawrence writes as follows to the *Aberdeen Free Press*, under date of January 8th, and as he speaks as one thoroughly familiar with the present situation his remarks will no doubt be read with interest at this juncture:—

"As one who knows personally all the outside and inside of social and political aspirations in the Transvaal, with the exception of the past few months, you will excuse me for stating very briefly an answer to the above question. At present all information comes through the Boer Government—at least all information comes approved by the Boer Government. They have possession of the wires. This is no new thing. Some eighteen months ago, during the Malaboch war, it was so.

"The facts are these. There is a Transvaal Union of Uitlanders, whose Committee of Management, mostly capitalists, is practically self-elected, for the obvious purpose of preventing friction, whose leaders are distrusted by the majority of the working class because of tyrannical opposition to their wishes and interests, but whose programme of need-reform is most enthusiastically endorsed by every one. In the Transvaal, the National Union there are two parties—the patient and the impatient. Both are equally anxious for needed reforms. The one section evidently thought from past enthusiastic meetings in the Amphitheatre—mettles attended by 4,000 or 5,000 people—that matters were ripe for action. The other, knowing the deep distrust existing between labour and capital, thought otherwise. If war had to be waged, the working man must be the warrior—not the capitalist. This Committee must have been seized by the impatient when Mr. Baillieu, ex-Governor of Cape Colony, a newspaper speculator in Johannesburg, and one who could not be said to be a little thingy remained, was chosen secretary. Part of the General Committee seem to have been unconsciously of this when Mr. Wolskel, the leader of Wesleyan enterprise in Johannesburg, a working-man's friend, an Evangelical worker, is persuaded for obvious purposes, to accept the position of Vice-President.

"For eighteen months there has been no meeting of the Transvaal Union, because it has been passed that any meeting for political purposes of more than six persons might on notice be dispersed by force by the Government. The Volksraad, or legislative assembly, a few weeks ago, instead of its going to the petitions of Johannesburg to redress grievances which are admitted to be such in the most literal sense of the word by Turk, Jew, and Pagan, resolved to build a fort on the hills that overlook Johannesburg. This same eternal resistance and coercion as far as Johannesburg was concerned. It was no bulwark against outside forces, for all fees are, from obvious circumstances, of her own household. This Committee of the Transvaal Union meets. Mr. Lionel Phillips, who entertained Dr. Bryce when in Johannesburg, a leading capitalist, makes a pronounced speech. A manifesto is issued, and a general meeting of the Transvaal Union is convened for January 6th. At this meeting will be present the representatives of the Transvaal Union, and the meeting will be held. Impatient spirits say, 'Now or never.' These impatient spirits meet alone. A message is sent to Jameson beseeching help from old comrades in Kimberley against the tyranny of the Boer Government, and their certain opposition to the extent of bloodshedding against convened meetings. Patient spirits not asked to this secret meeting, in order to expedite business, and because it is well known the programme is endorsed by all, and past enthusiastic meeting prophesy, when a crisis comes, universal support.

"Dr. Jameson receives the prayer of petitioners, believes their grievances of substantial and undeniable. Knows many of these petitioners personally, trusts to their rising against grievous oppression, and 'Go back' is promised support. Haranguing his followers he tells them that he personally is willing to resign his commission with the Chartered Company, and to lend his sword to the cause of his brethren in the Transvaal, and asks if his men are willing to do the same. All enthusiastically agree to follow their leader—all the more readily that many have lived in the Transvaal, and know the system of oppression towards the Uitlander that prevails there. National policy is an unrecognized factor in the frontiers of civilisation. What they know from experience is that those who help themselves and succeed are applauded by Europe. They march and march, and are followed by a concrete expression, and turning it to practical account they got suddenly frightened and threw overboard previous cargo as if it had been marked 'dynamite.' It is difficult to characterize such a proceeding. It is a kind of aberration to which popular governments seem to be liable, and we have to accept it as part of the price the nation has to pay for its inimitable

constitution. There is no question here of Whig or Tory, Radical or Unionist, but solely of capacity to apprehend a fact and incapacity. The late Government was made up of living men and lay figures, which in their corporate functions were scarcely more efficient than the Trum-Bill Yarns themselves—type of all incompetence. The departments which had to do with matters outside the range of practical telescopes, and therefore out of touch with the electorate, were ruled by men of respectability who counted for something less than nothing in the real Government of the Empire. We have lately seen what the touch of a masculine hand can do in the Colonial Office, and how also to see the Foreign Office respond to the spur of a realistic rider.

But these new lights only make the old lights more visible. It is certainly not for the sake of flogging a dead horse that one would recall the nightmare of the last few years, but it is impossible to comprehend present actualities either in the East or Far East, without an occasional retrospective shudder at the vagaries of the past.

Drawing towards the close of the article we are told what we should do. The mercantile community must lead the way, and diplomacy must back the commercial demands.

Hangover this whole field of commercial expansion, the extension of civilisation and so forth, is the great military cloud which casts its shadow over the Far East. How do we stand in regard to that? Do we control it or it us? No one dares answer such a question, for as a nation we are not really in a position to answer it.

When we ought to be in a position to answer it, we ought to be working heart and soul for the advancement of our own people, prepared in such a cause to resist attacks of every kind, and from every quarter. Only so can we be either safe or happy, for to be weak is to be miserable. Nothing need be adventured of the heroic or sensational order, except on compulsion; no spasms of imitation of our vivacious neighbours, who have invented commerce as a kind of building for the purpose of the course is to be a steady and steady pressure, at a tidal wave, has to be maintained so that every open channel shall be kept so filled with our endeavour that there shall be no room for opposing influences to work against us. It is not the Government but the commercial and industrial community that must give, and sustain, the momentum of this great wave of commercial progress, without which Secretaries of State and Secretaries of Legation are alike impotent.

WHY JAMESON FAILED.
Mr. W. Gordon Lawrence writes as follows to the *Aberdeen Free Press*, under date of January 8th, and as he speaks as one thoroughly familiar with the present situation his remarks will no doubt be read with interest at this juncture:—

"As one who knows personally all the outside and inside of social and political aspirations in the Transvaal, with the exception of the past few months, you will excuse me for stating very briefly an answer to the above question. At present all information comes through the Boer Government—at least all information comes approved by the Boer Government. They have possession of the wires. This is no new thing. Some eighteen months ago, during the Malaboch war, it was so.

"The facts are these. There is a Transvaal Union of Uitlanders, whose Committee of Management, mostly capitalists, is practically self-elected, for the obvious purpose of preventing friction, whose leaders are distrusted by the majority of the working class because of tyrannical opposition to their wishes and interests, but whose programme of need-reform is most enthusiastically endorsed by every one. In the Transvaal, the National Union there are two parties—the patient and the impatient. Both are equally anxious for needed reforms. The one section evidently thought from past enthusiastic meetings in the Amphitheatre—mettles attended by 4,000 or 5,000 people—that matters were ripe for action. The other, knowing the deep distrust existing between labour and capital, thought otherwise. If war had to be waged, the working man must be the warrior—not the capitalist. This Committee must have been seized by the impatient when Mr. Baillieu, ex-Governor of Cape Colony, a newspaper speculator in Johannesburg, and one who could not be said to be a little thingy remained, was chosen secretary. Part of the General Committee seem to have been unconsciously of this when Mr. Wolskel, the leader of Wesleyan enterprise in Johannesburg, a working-man's friend, an Evangelical worker, is persuaded for obvious purposes, to accept the position of Vice-President.

"For eighteen months there has been no meeting of the Transvaal Union, because it has been passed that any meeting for political purposes of more than six persons might on notice be dispersed by force by the Government. The Volksraad, or legislative assembly, a few weeks ago, instead of its going to the petitions of Johannesburg to redress grievances which are admitted to be such in the most literal sense of the word by Turk, Jew, and Pagan, resolved to build a fort on the hills that overlook Johannesburg. This same eternal resistance and coercion as far as Johannesburg was concerned. It was no bulwark against outside forces, for all fees are, from obvious circumstances, of her own household. This Committee of the Transvaal Union meets. Mr. Lionel Phillips, who entertained Dr. Bryce when in Johannesburg, a leading capitalist, makes a pronounced speech. A manifesto is issued, and a general meeting of the Transvaal Union is convened for January 6th. At this meeting will be present the representatives of the Transvaal Union, and the meeting will be held. Impatient spirits say, 'Now or never.' These impatient spirits meet alone. A message is sent to Jameson beseeching help from old comrades in Kimberley against the tyranny of the Boer Government, and their certain opposition to the extent of bloodshedding against convened meetings. Patient spirits not asked to this secret meeting, in order to expedite business, and because it is well known the programme is endorsed by all, and past enthusiastic meeting prophesy, when a crisis comes, universal support.

"Dr. Jameson receives the prayer of petitioners, believes their grievances of substantial and undeniable. Knows many of these petitioners personally, trusts to their rising against grievous oppression, and 'Go back' is promised support. Haranguing his followers he tells them that he personally is willing to resign his commission with the Chartered Company, and to lend his sword to the cause of his brethren in the Transvaal, and asks if his men are willing to do the same. All enthusiastically agree to follow their leader—all the more readily that many have lived in the Transvaal, and know the system of oppression towards the Uitlander that prevails there. National policy is an unrecognized factor in the frontiers of civilisation. What they know from experience is that those who help themselves and succeed are applauded by Europe. They march and march, and are followed by a concrete expression, and turning it to practical account they got suddenly frightened and threw overboard previous cargo as if it had been marked 'dynamite.' It is difficult to characterize such a proceeding. It is a kind of aberration to which popular governments seem to be liable, and we have to accept it as part of the price the nation has to pay for its inimitable

constitution. There is no question here of Whig or Tory, Radical or Unionist, but solely of capacity to apprehend a fact and incapacity. The late Government was made up of living men and lay figures, which in their corporate functions were scarcely more efficient than the Trum-Bill Yarns themselves—type of all incompetence. The departments which had to do with matters outside the range of practical telescopes, and therefore out of touch with the electorate, were ruled by men of respectability who counted for something less than nothing in the real Government of the Empire. We have lately seen what the touch of a masculine hand can do in the Colonial Office, and how also to see the Foreign Office respond to the spur of a realistic rider.

But these new lights only make the old lights more visible. It is certainly not for the sake of flogging a dead horse that one would recall the nightmare of the last few years, but it is impossible to comprehend present actualities either in the East or Far East, without an occasional retrospective shudder at the vagaries of the past.

Drawing towards the close of the article we are told what we should do. The mercantile community must lead the way, and diplomacy must back the commercial demands.

Hangover this whole field of commercial expansion, the extension of civilisation and so forth, is the great military cloud which casts its shadow over the Far East. How do we stand in regard to that? Do we control it or it us? No one dares answer such a question, for as a nation we are not really in a position to answer it.

When we ought to be in a position to answer it, we ought to be working heart and soul for the advancement of our own people, prepared in such a cause to resist attacks of every kind, and from every quarter. Only so can we be either safe or happy, for to be weak is to be miserable. Nothing need be adventured of the heroic or sensational order, except on compulsion; no spasms of imitation of our vivacious neighbours, who have invented commerce as a kind of building for the purpose of the course is to be a steady and steady pressure, at a tidal wave, has to be maintained so that every open channel shall be kept so filled with our endeavour that there shall be no room for opposing influences to work against us. It is not the Government but the commercial and industrial community that must give, and sustain, the momentum of this great wave of commercial progress, without which Secretaries of State and Secretaries of Legation are alike impotent.

WHY JAMESON FAILED.
Mr. W. Gordon Lawrence writes as follows to the *Aberdeen Free Press*, under date of January 8th, and as he speaks as one thoroughly familiar with the present situation his remarks will no doubt be read with interest at this juncture:—

"As one who knows personally all the outside and inside of social and political aspirations in the Transvaal, with the exception of the past few months, you will excuse me for stating very briefly an answer to the above question. At present all information comes through the Boer Government—at least all information comes approved by the Boer Government. They have possession of the wires. This is no new thing. Some eighteen months ago, during the Malaboch war, it was so.

eastest but the nearest road (I have ridden over every inch of the road they travelled) they reach Krugersdorp (some 20 to 22 miles from Johannesburg)—excuse hesitancy about miles, as people in the Transvaal count distance by hours and not by miles, and that depends on the fitness of your horse—and the Boers who spend countless thousands of pounds stalling on secret service every year, and who seem to be well informed of their crusade, in strong position and in great numbers, but finds no outfitting population of Johannesburg ready to support them. Fight the Boers, discover that from fearlessness of numbers, and through fatigue of journey to both horse and man, they cannot follow their way to Johannesburg, through the mountainous, defile, they now seek a more level country, and actually reach Doornbos, 12 miles from Johannesburg, where I occasionally held a service, and there fight their last battle. Starved, weary, and exhausted, they yield to superior numbers, and have to surrender. This is no Majuba Hill—where an inferior number of Boers scaled a steep mountain and, through superior shooting power and knowledge of the style of warfare in South Africa, gained a victory over brave British soldiers. Dr. Jameson did not succeed in his Johannesburg friends unwittingly betrayed him. These enthusiastic soldiers failed to distinguish between a people suffering under unquestionable grievances and a people that were ready to rise against a common enemy at the bidding of Capitalist leaders, who, on the question of protection against accidents caused by the insufficient guarding of machinery, on the question of personal dignity as affecting the searching of men connected with the recovery of gold, and on the question of a weekly day of rest, had by bribery and coercion successfully succeeded. Dr. Jameson did not fail; Johannesburg, through mutual distrust, failed. In all my reading I have not come across anything more grand and heroic than Jameson's march of 120 miles through a hostile country in three days.

No one deplores more than I do Dr. Jameson's precipitate action—precipitate because of the want of cohesion in Johannesburg. No one excused himself more vigorously than I did when in the Transvaal to drive out of men's minds such a notion. I made many enemies by so doing, and, to my surprise, even while attacking the Government in the interest of the women and children in falling to protect in the slightest form life and property, I found myself a persona grata with the officials. I could have been a butcher and something more long ago by special selection, but while advising patience I preferred to cast in my lot with the general mass of my fellow-countrymen. Apart from family reasons I would be in the Transvaal yet.

"I don't defend the working men of Johannesburg. They, as well as the capitalists, have not proved altogether worthy of the country that bred them. Some four years ago they formed a Labour Union, at whose inauguration I was present. This Union for a time did well. Between the Chamber of Mines on one side and the Labour Union of the other, the balance was for a time well kept. But bribery and coercion on the part of the majority of the capitalists, and unfaithfulness and embezzlement of money on the part of leaders of the Labour Union made the Union a mere shadow. But behind these there is a great mass of the commercial and working classes growing and steadily increasing. Some of the most progressive kind. Some maintain that British residents are less patient than the Germans. The Germans have for centuries been deprived of the smallest political liberties, and, like Isaac, bend their back readily to social and political tyrannies. That is not the class of men we have from our institutions bred in these islands. Do you expect such to become the servants of an ignorant, although stubborn and brave nation? I have heard with my own ears President Kruger address the inhabitants of Johannesburg as 'Burgers, sons, thieves, and murderers, here assembled.' He has no doubt there were some thieves and murderers there, for every goldfield attracts to itself not only some of the finest blood in the world, but also some of the worst; but was this language for a President to use in addressing the inhabitants of Johannesburg generally? When challenged for his language, he affirmed that the Dutch word used for 'serfs' also meant subjects, and that it was not his intention to use it. Most newspapers have taken this British subject in the Transvaal murderers, here assembled." I have no doubt that the British subjects in the Transvaal are not the class of men we have from our institutions bred in these islands. Do you expect such to become the servants of an ignorant, although stubborn and brave nation? I have heard with my own ears President Kruger address the inhabitants of Johannesburg as 'Burgers, sons, thieves, and murderers, here assembled.' He has no doubt there were some thieves and murderers there, for every goldfield attracts to itself not only some of the finest blood in the world, but also some of the worst; but was this language for a President to use in addressing the inhabitants of Johannesburg generally? When challenged for his language, he affirmed that the Dutch word used for 'serfs' also meant subjects, and that it was not his intention to use it. Most newspapers have taken this British subject in the Transvaal murderers, here assembled."

"The facts are these. There is a Transvaal Union of Uitlanders, whose Committee of Management, mostly capitalists, is practically self-elected, for the obvious purpose of preventing friction, whose leaders are distrusted by the majority of the working class because of tyrannical opposition to their wishes and interests, but whose programme of need-reform is most enthusiastically endorsed by every one. In the Transvaal, the National Union there are two parties—the patient and the impatient. Both are equally anxious for needed reforms. The one section evidently thought from past enthusiastic meetings in the Amphitheatre—mettles attended by 4,000 or 5,000 people—that matters were ripe for action. The other, knowing the deep distrust existing between labour and capital, thought otherwise. If war had to be waged, the working man must be the warrior—not the capitalist. This Committee must have been seized by the impatient when Mr. Baillieu, ex-Governor of Cape Colony, a newspaper speculator in Johannesburg, and one who could not be said to be a little thingy remained, was chosen secretary. Part of the General Committee seem to have been unconsciously of this when Mr. Wolskel, the leader of Wesley

Intimations.

WANTED.
MESSRS. GEO. FENWICK & CO., LTD., require the Services of an ENGINEER (unmarried) for their WORKS, from the 1st April. Salary, \$240 per mensem. Applications, enclosing Testimonials, to be sent in writing to the GENERAL MANAGER of the COMPANY.
Hongkong, 7th February, 1896. [295]

POSTAGE STAMPS.

NOW READY—Retail Price List No. 3 of ASIATIC STAMPS. Price 25 cents (Cost refunded to Purchasers of \$5 and above). Wholesale List and List of Cheap Sets free on application.
Cheap Packets of STAMPS from 75 cents to \$15 per Packet.
Wanted USED and UNUSED STAMPS, especially Asiatic. Purchasing List free on application.
Approval Sheets sent on receipt of satisfactory reference or cash deposit of \$10.
C. A. RIBEIRO & Co.,
No. 41 Raffles Place,
Singapore.

WORTH A GUINEA A BOX.
BEECHAM'S PILLS
FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.
ANNUAL SALE SIX MILLION BOXES.
50 Cents per Box.
Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helena, Lancashire.
SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA:—
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central,
HONGKONG. [56]

JUST LANDED
FRENCH CONFECTIONERY.
Comprising—
Crystallized Fruits, Bonat Almonds,
Cocoines, Almonds Flore,
Apricotines, &c.,
Marsalpr Almond,
&c.,
CANDYBARS, CHOCOLATE CREMES:—
Vanilla Cremes, Honey Cremes, Caramels,
Nougat Pistache, Pincapple Chocolate,
Chocolate Walnut,
Plush Bags, Plush Boxes and Fancy Boxes,
&c.,
"TANSAN," the New Japanese Table-Water
which contains 8 per cent. more free carbonate
than that from any other Chalybeate Spring.
FLETCHER & CO.,
"THE PHARMACY,"
33, Queen's Road Central.
Hongkong, 10th October, 1895. [48]

WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central,
HONGKONG. [56]

JUST LANDED
FRENCH CONFECTIONERY.
Comprising—
Crystallized Fruits, Bonat Almonds,
Cocoines, Almonds Flore,
Apricotines, &c.,
Marsalpr Almond,
&c.,
CANDYBARS, CHOCOLATE CREMES:—
Vanilla Cremes, Honey Cremes, Caramels,
Nougat Pistache, Pincapple Chocolate,
Chocolate Walnut,
Plush Bags, Plush Boxes and Fancy Boxes,
&c.,
"TANSAN," the New Japanese Table-Water
which contains 8 per cent. more free carbonate
than that from any other Chalybeate Spring.
FLETCHER & CO.,
"THE PHARMACY,"
33, Queen's Road Central.
Hongkong, 10th October, 1895. [48]

WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central,
HONGKONG. [56]

LANGUID WOMEN
PALE CHILDREN
OLD PEOPLE... INVALIDS
VIN CHAPOTEAUT
(CHAPOTEAUT'S WINE OF PEPPINE)
A DELICIOUS
NUTRITIVE
STIMULANT
This alimentary wine is easily assimilated when
no other solid or liquid food will remain on the
stomach. It is indicated in constitutional weakness
and lack of digestive power,
for the aged, Anemia,
Dyspepsia, and
Convalescence.
It helps suffering
from
Constipation,
Dyspepsia,
Gastritis,
and
Ulceration,
of the
Stomach.
CHAPOTEAUT
PARIS

Not That Way Now.
People used to take plain
cod liver oil for coughs,
cold, throat and lung troubles
only after other remedies
had been tried and found wanting.

Scott's Emulsion
is the modern idea of cod
liver oil, the first instead of
a final resort, when such
ailments appear. The fish-
fat taste is removed and the
oil itself is partly digested
before taken into the stom-
ach.
Sole Agents for Hongkong and the Empire of
China:—WATKINS & CO., Hongkong.
Hongkong, 27th March, 1894.

Intimations.

COMPAGNIE INDUSTRIELLE DES PROCEDES
RAOUL PICTET
LIMITED. CAPITAL, 280,000.
16, RUE DE GRAMMONT, PARIS.
INDUSTRIAL ENGINES
FOR THE PRODUCTION OF
COLD AND ICE
Apply to MESSRS. DODWELL, CARLILL & Co.
Agents for MESSRS. P. OFFENHEIMER & Co., Paris.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW.
THE Company's Chartered Steamship
"COSMOPOLIT"
Captain Holtz, will be despatched for the above
Port TO-MORROW, the 11th instant, at
Daylight.
For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.
Hongkong, 10th Feb. 1896. [299]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY, TAIWANFOO AND
TAKAO.
THE Company's Steamship
"THALES"
Captain H. Bathurst, will be despatched for the
above Ports TO-MORROW, the 11th instant,
at Daylight.
For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.
Hongkong, 10th February, 1896. [300]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SHANGHAI.
"PEIYANG."
Captain Th. Lehmann, will be despatched for the
above Port TO-MORROW, the 11th instant, at
4 P.M.
For Freight or Passage, apply to
SHEWAN & Co.,
General Managers.
Hongkong, 7th February, 1896. [292]

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM TO
YOKOHAMA, KORE AND NAGASAKI.
(Passing through the INLAND SEA.)
THE Company's Steamship
"HOHENZOLLERN,"
Captain P. Wittlin, will leave for the above Ports
on or about TUESDAY, the 11th instant.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 6th February, 1896. [272]

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM TO SHANGHAI.
THE Company's Steamship
"PRINZ HEINRICH,"
Captain W. Schmidt, will leave for the above Port
on or about TUESDAY, the 11th instant, will leave
for the above place about 24 hours after arrival.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 6th February, 1896. [272]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"PYRRHUS,"
Captain B. will be despatched for the above Port
on WEDNESDAY, the 12th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th February, 1896. [283]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.
THE Steamship
"TAIYUAN,"
R. Nelson, Commander, will be despatched on
TUESDAY, the 11th instant, at 3 P.M.
The attention of Passengers is directed to the
Superior Accommodation offered by this Steamship.
The First-class Saloon is situated forward of the
Engines. A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.
A fully qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th February, 1896. [277]

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"PORT ADELAIDE"
will be despatched about 21st February.
S.S. "GHAAZE"
will be despatched about 4th March.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 5th February, 1896. [298]

"SHELL" LINE OF STEAMERS.
FOR LONDON AND HAMBURG.
THE Company's Steamship
"NERITE"
Captain W. Daniel, will be despatched at above
on or about SATURDAY, the 2nd instant.
To be followed by the Company's Steamship
"SPONDILUS,"
which will be despatched for the above destination
on THURSDAY, the 27th instant.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 5th February, 1896. [270]

THE Company's Steamship
"MARIA TERESA,"
will leave for the above places on or about
THURSDAY, the 13th instant.
For Freight or Passage, apply to
SANDER & Co.,
Agents.
Hongkong, 6th February, 1896. [281]

THE Company's Steamship
"COPTIC"
will be despatched for SAN FRANCISCO, via
NAGASAKI, KORE, INLAND SEA and
YOKOHAMA, on TUESDAY, the 3rd March,
1896, at Noon. Connection being made at
Yokohama with Steamers from Shanghai.
Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.
Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates may be
obtained on application.
Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO
GRANDE, and NORTHERN PACIFIC RAIL-
WAYS; also the CANADIAN PACIFIC RAIL-
WAY, on payment of 1/4 in addition to the
regular tariff rate.
Passengers holding Orders FOR OVERLAND
CITIES in the United States have, between
SAN FRANCISCO and CHICAGO, the option
of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and
RIO GRANDE, and other direct connecting
Railways, and from Chicago to destination the
choice of direct lines.
Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.
Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.
All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until 5 P.M. the day
previous to sailing.
Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.
For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 3rd February, 1896. [2]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

Shipping.

"SHIRE" LINE OF STEAMERS.
FOR NAGASAKI, KORE AND YOKOHAMA.
THE Steamship
"RADNORSHIRE,"
Captain Davies, R.N.R., will be despatched as
above on or about TUESDAY, the 11th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 2nd February, 1896. [251]

**OREGON RAILWAY AND NAVI-
GATION COMPANY'S PACIFIC
STEAMSHIP LINE.**
CHINA AND JAPAN.
PROPOSED SAILINGS FROM HONGKONG, 1896.
(Subject to Alteration.)
Mount Lebanon ... Wednesday ... 12th Feb.
TAKING PASSENGERS AND CARGO FOR UNITED
STATES AND CANADA AT THROUGH RATES.

THE Steamship
"MOUNT LEBANON,"
will be despatched hence for HONOLULU,
VICTORIA, B.C., and PORTLAND, OREGON,
via KORE and YOKOHAMA, on WEDNES-
DAY, the 12th February.
Consular Invoices of Goods for United States
Ports should be in QUADRUPPLICATE, and one
Copy must be sent forward by the Steamer to
the care of the GENERAL FREIGHT AGENT,
Oregon Railway and Navigation Co., Portland,
Oregon.
For further information as to Passage and
Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 27th January, 1896. [253]

**AUSTRIAN LLOYD'S STEAM NAVA-
TION COMPANY.**
(UNDER MAIL CONTRACT WITH THE AUSTRIAN
GOVERNMENT.)
STEAM TO SHANGHAI AND KORE.
THE Company's Steamship
"MARIA TERESA,"
will leave for the above places on or about
THURSDAY, the 13th instant.
For Freight or Passage, apply to
SANDER & Co.,
Agents.
Hongkong, 6th February, 1896. [281]

THE Company's Steamship
"COPTIC"
will be despatched for SAN FRANCISCO, via
NAGASAKI, KORE, INLAND SEA and
YOKOHAMA, on TUESDAY, the 3rd March,
1896, at Noon. Connection being made at
Yokohama with Steamers from Shanghai.
Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.
Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates may be
obtained on application.
Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO
GRANDE, and NORTHERN PACIFIC RAIL-
WAYS; also the CANADIAN PACIFIC RAIL-
WAY, on payment of 1/4 in addition to the
regular tariff rate.
Passengers holding Orders FOR OVERLAND
CITIES in the United States have, between
SAN FRANCISCO and CHICAGO, the option
of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and
RIO GRANDE, and other direct connecting
Railways, and from Chicago to destination the
choice of direct lines.
Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.
Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.
All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until 5 P.M. the day
previous to sailing.
Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.
For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 3rd February, 1896. [2]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

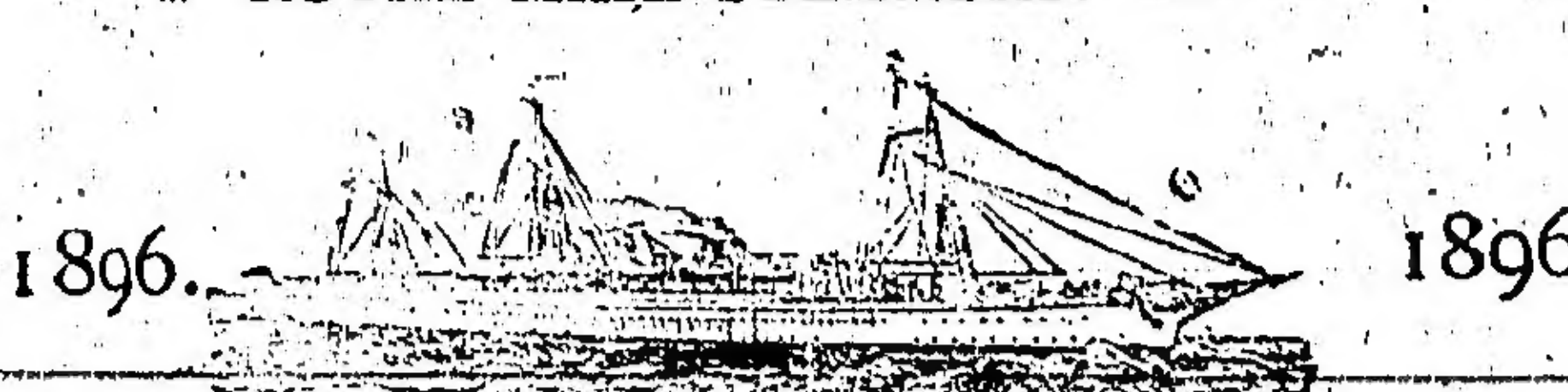
THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

THE Company's Steamship
"BRODICK CASTLE,"
Ferguson, Master, will leave for the above Port
on or about TUESDAY, the 11th instant.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th February.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R. WEDNESDAY, 18th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 8th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8 and 12 months. SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddy's Street, [3]
Hongkong, 22nd January, 1896.

OCCIDENTAL & ORIEN-
TAL STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
AUSTRALIA.
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
City of Nagasaki, Kobe, Inland Sea & Yokohama, Saturday, 22nd Feb., at Noon.
City of Rangoon, via Nagasaki, Kobe, Inland Sea & Yokohama, Thursday, 12th March, at Noon.
City of Peking, via Nagasaki, Kobe, Inland Sea & Yokohama, Tuesday, 31st March, at Noon.

THE U. S. Mail Steamship
"PERU"
will be despatched for SAN FRANCISCO, via NAGASAKI, KORE, INLAND SEA and YOKOHAMA, on SATURDAY, the 22nd Feb. 1896, at Noon, taking Passengers, and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of 1/4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 3rd February, 1896. [2]

NOTICE.